

## **MINUTES OF THE MEETING**

**July 1, 1999**

### Projects Reviewed

Convened: 8:30am

The Ave Project

New Covenant Christian Church Expansion

Sustainable Building

Woodland Park Zoo: Master Plan

Discovery Village

Jaguar Exhibit

Savannah Exhibit Improvements

Adjourned: 4:30pm

### Commissioners Present

Moe Batra

Gail Dubrow

Jeff Girvin

Nora Jaso

Jon Layzer

Peter Miller

### Staff Present

John Rahaim

Peter Aylsworth

Rebecca Walls

070199.1      Project: **The Ave Project**  
                  Phase: Briefing  
          Presenters: Louise Little, Greater University Chamber of Commerce  
                  Catherine Maggio, Makers  
                  Roger Wagoner, Berryman & Henigar, Inc.  
                  Patty Whisler, The Ave Planning Group  
          Attendees: Barry Reiss, Seattle Transportation  
                  Time: 1 hr. (SDC Ref. # DC00067)

The Ave, officially named University Way NE, is home to a vibrant mix of over 200 eclectic shops, international restaurants, and diverse services. Located at the heart of Seattle's University District, The Ave is the neighborhood's main street. Storefront businesses serve University of Washington students and faculty as well as neighborhood residents and regional visitors.

Although The Ave has more pedestrians than any other street outside downtown, it has sidewalks that are only nine feet wide and are further constricted by hundreds of parking meters, light poles, and newspaper dispensers. Clumps of pedestrians waiting for busses or waiting to cross the street only exacerbate the problem and pedestrians frequently walk or stand in the street to avoid running into objects or other people. In addition to being too narrow, The Ave's sidewalks are severely dilapidated. Potholes, bulges, and cracks make pedestrian circulation more difficult. The scarcity of bus shelters, awnings, refuse receptacles, and other amenities makes for an inhospitable pedestrian environment.

The Ave Streetscape Project objectives are to support businesses with a safer, more attractive environment, improve pedestrian flow and amenities, integrate with transit facilities, create more open space on and adjacent to The Ave, and revitalize the unique character of The Ave and the U-District. The project area includes the six blocks of The Ave between NE 50<sup>th</sup> Street and NE Campus Parkway. The four main components of the design concept for the project are:

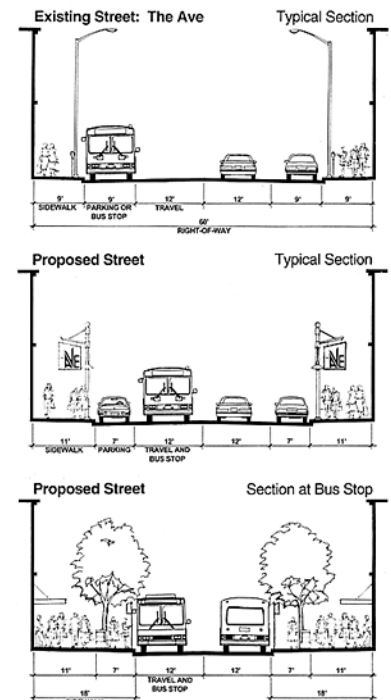
**Wider sidewalks.** The Ave's existing nine-foot wide sidewalks are too narrow to accommodate the high volumes of pedestrian traffic. The proposed new sidewalks would be two to three feet wider and the entire right-of-way (ROW) would be repaved.

**Improved Bus Stops.** Six bus zones (pairs of bus stops) is too many for The Ave corridor. There will be five new bus zones with bus bulbs that will create space for bus shelters, bicycle racks, newspaper racks, and street trees.

**Safer Intersections.** Mid-block, third-block, and corner crossing bulbs with marked crosswalks will shorten in-roadway-crossing distances, provide more sidewalk space, and improve the visibility of pedestrians.

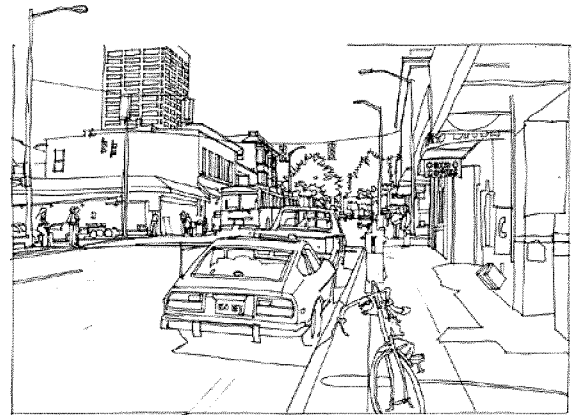
**Character Amenities.** Distinctive pavement, pedestrian lighting, public art, customized bus shelters, and gateway features will upgrade The Ave's image.

A pilot bus bulb project has been conducted with very positive results. Test bus bulbs, installed on The Ave at 43<sup>rd</sup> Street, allow buses to remain in the traffic lane while loading and unloading passengers. This eliminates the difficulties and traffic problems caused by buses having to re-enter the travelling lane at every stop. The result was that buses save time through the corridor with minimal impact on other vehicles.



The Ave Group requests the support of the Design Commission in realizing the proposed street improvements as envisioned by the community and with major coordination and design issues.

The primary coordination issues include Sound Transit and the NE 50<sup>th</sup> Street Signalization Project. The Sound Transit station area development team is in the process of addressing issues that will directly impact The Ave, such as bus transit connections and pedestrian connections on “finger streets” linking The Ave with the new light rail station. Urban design development of The Ave may need to be expedited to coordinate with this process. Upgrades to NE 50<sup>th</sup> Street will impact the north end of The Ave site. Design and construction coordination with this project is critical.



“Before” sketch of The Ave

The major design issues to be resolved include sidewalk and roadway widths, clear zones, location of bus bulbs, size of bus bulbs, bus bulb tapers, mid-block crossing bulbs, corner crossing bulbs, right-turn lanes, curb cuts for driveways, on-street parking, parking meters, street trees, bus shelters, sidewalk lighting, public art, pavement, utility poles, signal controllers, grates, and access valves.



“After” sketch of The Ave

### **Discussion:**

- Girvin:** What is the vision for Brooklyn Avenue?
- Wagoner:** We envision Brooklyn as a predominately residential street with some office development and little or no retail. We want to encourage pedestrian activity along Brooklyn with improved connections to the Ave retail core.
- Reiss:** This project will provide worthwhile information regarding bus bulbs. It is an exciting project.
- Dubrow:** Is there support for the concept of this project within Seattle Transportation? What are the unresolved issues?
- Reiss:** There is generally a lot of support for the project. I have concerns regarding the corner bulbs that will reduce turning radii for trucks.
- Maggio:** The corner bulbs could be installed where truck access is not available. There is also the possibility of not having four bulbs at an intersection. The intersection of 45<sup>th</sup> and 15<sup>th</sup> Avenues, for example, could have corner bulbs in the east-west direction, but not north south into 45<sup>th</sup> Avenue. It is not a standardized approach, but responds to specific situations.
- Dubrow:** The customized approach needs to mesh with Seattle Transportation standards. How the two are integrated may be an issue for the Design Commission to be involved in.

- Girvin:** Has an economic or business plan been developed for the community?
- Little:** There hasn't been a specific business plan developed. The Chamber of Commerce has been more proactive in its efforts to spur on reinvestment by business owners and collaboration by the University of Washington.
- Girvin:** We often rely on physical plans for development, but business plans are also important and need to be developed.
- Maggio:** The Ave Project evolved out of the larger objectives of reviving the district.
- Girvin:** This area should be looked at as a special zone that requires coordination and negotiated standards for street improvements based on neighborhood plan recommendations.
- Rahaim:** There seem to be three roles for the Design Center to play in this project: getting Design Commission support and direction often, providing informal staff coordination, and facilitating meetings with various departments.
- Maggio:** There has been a lot of coordination already on this project.
- Dubrow:** The Design Commission can convene a multi-disciplinary discussion of the unresolved issues.
- Whisler:** The Sound Transit investment in the area is an even more important issue.
- Jaso:** Given that the Design Center is relatively undefined, I encourage proponents of this project to consider what the Design Center's role could and should be in similar projects. The feedback would be very helpful.
- Action:** **The Commission appreciates the thorough briefing and supports the project as presented.**
- **The Commission encourages early artist involvement;**
  - **recommends designating a trial zone in which creative alternatives can be explored;**
  - **requests another presentation of the project as the design development phase begins;**
  - **recommends consideration of the potential social aspects of the project, to be presented in the next review; and**
  - **agrees to assist in interdepartmental coordination.**

070199.2    Project: **New Covenant Christian Church**  
                  Phase: Street Vacation  
      Previous Review: April 1, 1999  
      Presenters: David Bolin, Freehold Group  
                  Nils Finne, Finne Architects  
                  Tony Morris, New Covenant Church  
      Attendees: Moira Gray, Seattle Transportation  
                  Timothy Myhr, Finne Architects  
                  Tom Vitou, Finne Architects  
      Time: .75 hr. (SDC Ref. # DC00063)

In response to Design Commission concerns and recommendations made at the May 20<sup>th</sup> meeting, the design team has made several design modifications. The Commission concerns and the design team's responses are summarized below.

## **URBAN DESIGN ISSUES**

### **Scale of Buildings along Rainier Avenue**

The prevailing building pattern along Rainier Avenue consists of fairly large commercial buildings and multi-story apartment buildings. The proposed church buildings are consistent with the general scale of buildings along Rainier and present a finer-grained character than most of the existing buildings.

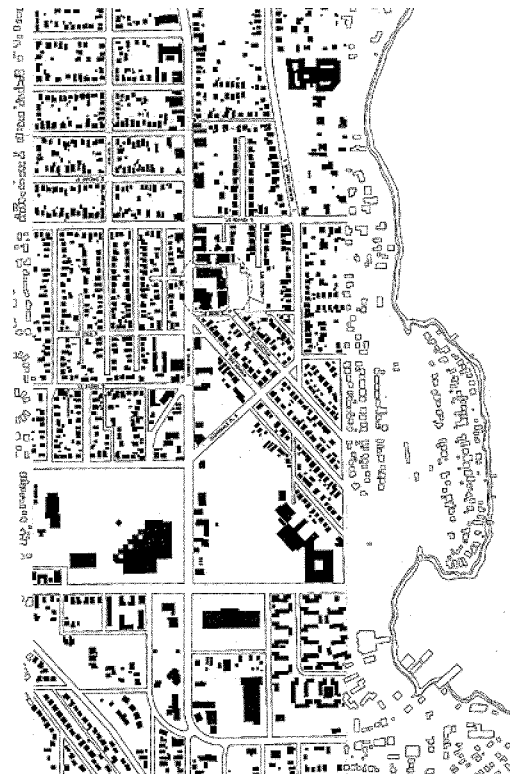
### **The Diagonal Street Grid south of Rose Street**

Three streets just south of Rose Street have a diagonal orientation; Wabash, Wolcott, and Cloverdale. A figure ground drawing (shown at right) was made to analyze the existing street grid and building pattern for a 50-block area surrounding the church property. The small area of diagonal streets consistently terminates along Rose Street and shifts back to the north/south orientation. The proposed buildings have not been shifted to respond to these three diagonal streets, but the school building has been rotated approximately five degrees to coincide with the slight diagonal of the adjacent right-of-way on the east edge of the site. This move improves the courtyard space and results in a better relationship between the south end of the school building and the street intersection of Wolcott and South Rose Street.

A planting circle has been located at the intersection of Rose Street and Wolcott Avenue to create a more gracious transition from the diagonal street pattern to the orthogonal pattern. The south end of the school building has been stepped back to respond to the new planting circle.

### **Public Open Space**

A landscaped public courtyard has been created along Rainier Avenue, between the proposed church building and the gymnasium that will remain open at all times. The larger central courtyard will be open after school hours, but will be secured when the school is in session for security reasons.

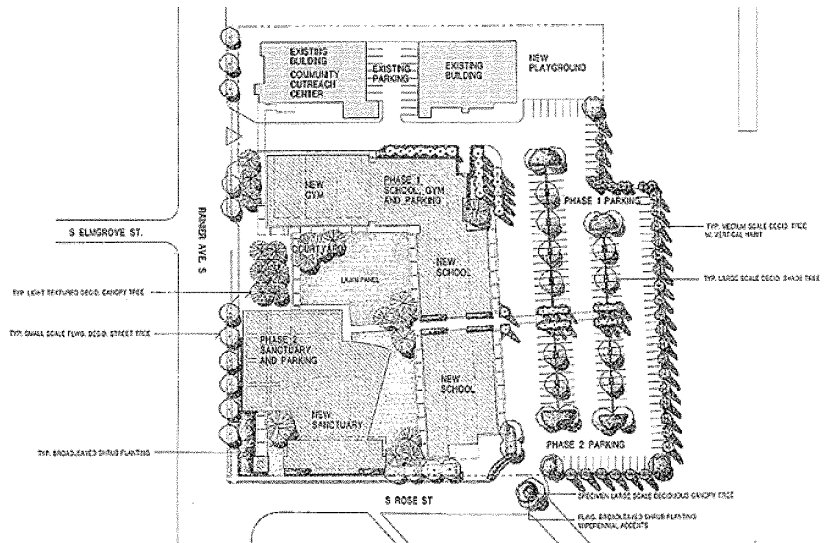


## BUILDING DESIGN ALTERNATIVE WITH EXISTING STREET GRID ON SITE

The design team explored the possibility of configuring the proposed buildings around the existing right-of-ways. However, the resulting volumetric division of building pieces and open space do not satisfy the church's functional requirements. In addition, the Rainier Avenue street façade suffers because the geometry precludes the creation of an adequate street front on both the gymnasium and the church.

## LOCATION OF PUBLIC SERVICES

The church will place significant public services along Rainier Avenue. The existing church facility located on Rainier Avenue will be renovated to provide community outreach programs. The new church gymnasium located on Rainier will be open to use by the public and the new sanctuary lobby and bookstore will open onto the Rainier Avenue sidewalk and new public courtyard.



Site plan with landscape elements

## Discussion:

- Dubrow:** How would you get from the parking area to the front entry?
- Morris:** When school is not in session, anyone can access main entrance through the courtyard.
- Dubrow:** How will the courtyard, with its security requirements, be opened up after school hours?
- Finne:** The school is divided into two buildings with a corridor between them that connects the courtyard with the parking area and provides an entry to the school buildings. The peak use times for the public spaces will probably be in the evening when the school is not in session.
- Bolin:** The courtyard area will be fenced and gated during school hours and opened up after school is let out. The actual architectural components of the fences need further refinement.
- Dubrow:** As I understand it then, the courtyard is a private space during the day rather than a public open space.
- Jaso:** The courtyard access doesn't concern me. The church, gym, and smaller public plaza on Rainier are open to the public all day. I like the recessed plaza on Rainier and think it is an appropriate gesture. Is the planting circle at Wolcott and Rose marking a significant point of entry into the school? The way the building steps back in response to the landscaped traffic circle seems to warrant placing a major entrance at the south end of the building. If there is not major entrance at the south end, then the gesture of enhancing the intersection shouldn't be made.

- Miller:** The school building is more intuitive to the street pattern than it was at the last review. The slight shift acknowledges the street grid and adds another layer of interest to the project.
- Jaso:** The landscaping, lighting, paving, and pedestrian connection between the new development and the existing facilities needs further development and embellishment. I recommend strengthening all the connections between surrounding streets and building entries.
- Girvin:** Concentrating the public facilities along Rainier Avenue is appropriate.
- Dubrow:** I am more concerned with the other perimeters.
- Bolin:** Rose Street is the only accessible edge condition. Locating the major entries on a residential street doesn't seem appropriate.
- Action:** **The Commission appreciates the proponent's response to previous recommendations and acknowledges that the project makes a significant contribution to the community with sufficient urban design amenities. The Commission therefore recommends approval of the street vacations as presented with the following conditions:**
- **The Commission recommends further development of the Rose Street terminus, if the landscape circle is included, with a prominent entry at the south end of the school; and**
  - **recommends further development of "streetscape" amenities such as lighting, landscaping, and paving patterns to enhance pedestrian connections between the parking and both existing and proposed facilities.**

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070199.3      Project: **Commission Business**

**Action Items:**

- A. MINUTES OF THE JUNE 17<sup>TH</sup> MEETING: Approved as amended.

**Discussion Items:**

- B. PUBLIC FORUM JUNE 24<sup>TH</sup>: The June 24<sup>th</sup> Design Center Forum was very well attended and facilitated good discussion about what the Design Center's role should be. Forum participants were divided into three groups to discuss Design Center objectives, role, and mechanisms for proactive involvement in the design of Seattle's public realm. There was clear consensus on the idea that the Design Center should promote creative solutions while providing the City with an institutional mechanism for interdepartmental collaboration and flexibility.
- C. LIGHT RAIL REVIEW PANEL UPDATE: The first LRRP progress report will be released in July and will include the panel's recommendations and comments on the Link Light Rail stations within Seattle at the end of the scoping phase. The report will address the system as a whole and as individual stations and station areas.

Please contact Cheryl Sizov at 233-7236 for more information or for a copy of the report.

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070199.4    Project: **Sustainable Building**  
                  Phase: Briefing  
          Presenters: Lucia Athens, Seattle Public Utilities  
                          Kim Drury, Office of Environmental Management  
                          Tony Gale, Executive Services Department  
                  Time: 1 hr. (SDC Ref. # DC00074)

In an effort to improve the environmental stewardship of city operations, the Office of Environmental Management, with the Executive Services Department, was created. Its primary function is to facilitate the implementation of the City's new Environmental Management System (EMS). An oversight committee, consisting of two City Councilmembers, four department directors, and community members, will be charged with monitoring the City's progress in meeting the goals of the EMS and overall stewardship of environmental resources. The City has not officially adopted a sustainable building policy to include the EMS, but a draft policy is nearly complete.

The City is proposing to use the United States Green Building Council's LEED Rating System with minor modifications as the mechanism for evaluating new buildings. The U.S. Green Building Council (USGBC) is the only balanced nonprofit consensus coalition of the building industry promoting the understanding, development, and accelerated implementation of "Green Building" policies, programs, technologies, standards, and design practices. The Council's membership includes representation from product manufacturers, environmental groups, building owners, building professionals, utilities, city government, research institutions, professional societies, and universities.

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a voluntary, consensus-based, market-driven building rating system based on existing proven technology. It evaluates environmental performance from a "whole building" perspective over a building's life cycle, providing a definitive standard for what constitutes a "green building".

The draft Sustainable Building policy is intended to demonstrate the City's commitment to environmental, economic, and social stewardship, to yield cost savings to the City taxpayers through reduced operating costs, to provide healthy work environments for staff and visitors, and to contribute to the City's goals of protecting, conserving, and enhancing the region's environmental resources. The City, as a leader, purposes to set a community standard of sustainable building.

#### **Discussion:**

- Miller:** Are there other sustainable building rating systems besides the Green Building Rating System?
- Athens:** There are some other systems, but they aren't connected to an institution or governing agency with the organizational backing and publicity that this system has. It has the potential for being a widely used system around the country.
- Miller:** It is important to find out who is the best in the world at sustainable building and why. The context for this program should extend beyond the United States and include other countries that have more advanced programs. European countries have years of experience with this issue and we should be learning from their experience.
- Dubrow:** I have some concern regarding how project managers will decide which of the Green Building Rating System criteria will be met. The Commission could use the list of criteria in discussions with project managers to evaluate which criteria are appropriate for the specific project. I encourage project managers to set



sustainability objectives for the projects early in the scoping process. The program should also include incentives for careful stewardship with long-term penalties and rewards.

**Athens:** There are points awarded in the LEED Rating System for having a LEED certified designer on the design team. There may be a way to link life cycle cost savings to design fees or to use performance-based fee structures.

**Girvin:** Given the client/consultant nature of this profession, both project managers and consultants need incentives.

**Jaso:** Sustainability is an issue that needs to be considered during consultant selection. The downtown library consultant is an example of how sustainable awareness is involved in every aspect of a consultant's work resulting in a more integrated design. I am concerned that this program could become just a new layer of code for designers to deal with. How flexible is the rating system; can new criteria be added or can other rating systems be used?

**Athens:** There is room in the system to replace criteria or develop new ones.

**Jaso:** We want great designers to want to design city projects, but the current fee structure is inadequate. Adding this set of new criteria should coincide with reasonable fee adjustments if the City wants to attract really high quality designers.

**Drury:** The national organization gives the rating system more legitimacy in such a large and diverse city.

**Athens:** The national system does require a certain level of regionalizing. The local chapter of the U. S. Green Building Council will address those issues.

**Dubrow:** Where can the Design Commission be of assistance?

**Drury:** The Commission is already actively raising the issues at various meetings, which helps get the word out and raise awareness.

**Dubrow:** The Commission could also review initial project goals and criteria.

**Rahaim:** The joint Arts, Design and Planning Commissions training session for project managers can be another opportunity for developing these issues.

**Action:** **The Commission appreciates the briefing and supports the direction of the program and encourages program managers to maintain an international context of sustainable design approaches.**

**To this end, the Commission recommends that the City send appropriate staff to the international conference in Amsterdam on green building rating.**

**The Commission also recommends establishing stronger incentives for implementation of the program with long-term rewards and penalties.**

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070199.5      Project: **Woodland Park Zoo: Master Plan**  
                  Phase: Pre-Design  
          Presenters: Jon C. Coe, CLR Design Inc.  
                          Jim Maxwell, Woodland Park Zoo  
                          Brian Miller, CLR Design Inc.  
          Attendees: Susan Goltsman, Moore Iacfano Goltsman  
                  Time: 1 hr. (SDC Ref. # DC00071)

The Woodland Park Zoo has recently complete the ZOO 21 implementation plan that includes conservation, research, and education programs along with four phases of capital improvements. The first phase includes revising and updating the existing Woodland Park Zoo Master Plan. The consultants for the new Master Plan were also involved in the original planning process that established the Woodland Park Zoo as an international industry standard for zoo design.

In the last 25 years since the Master Plan was completed the needs of park users has changed. More people use the zoo as a safe park setting in which to picnic, relax, or play. The original maze-like circulation needs to be made clearer. Education and outreach programs also need to be improved and expanded. Business and marketing opportunities have changed. There are new opportunities for sustainable and “green” construction.

One of the first issues to be addressed is parking. There is a limited amount of available on-site parking and the Zoo desires to reduce off-site parking in the surrounding neighborhood. The most likely locations for a new parking structure would be in the south parking lot or the Northwest corner of the existing Zoo. These locations would have the least visual and traffic impacts.

#### **Discussion:**

**Rahaim:** Is there off-site parking available?

**Coe:** Yes, there is off-site parking. However most Zoo patrons have a lot of equipment, such as strollers, picnic items, etc., that they bring with them and want to park close to the entrance. During events, many will take a shuttle to and from off-site parking.

**Dubrow:** Is there a nearby transit center that could be integrated into the plan?

**Coe:** Approximately one percent of the visitors use Metro transit. We want to support transit riders and emphasize transit opportunities.

**Jaso:** Perhaps you could shuttle staff in from off-site parking, increasing the available parking spaces for visitors.

**Coe:** That is possible. The average number of occupants per car is 3.5, so they are not single occupancy vehicles, and the average time spent at the Zoo is approximately four hours. Parking availability has always set the Zoo’s growth limitations.

**Dubrow:** What is the transit plan that guides the Master Plan?

**Maxwell:** It is to our benefit to improve the transit access and connections at the Zoo. We have met with Seattle Transportation staff.

**Layzer:** The Zoo has always been linked to public transportation. The original menagerie was originally established to promote the Phinney Avenue trolley line. Greenwood and Phinney Avenues have great transit service with a neighborhood focus.

**Maxwell:** The Zoo is the only major destination in the neighborhood. Major destinations like the Zoo or the Seattle Center require frequent transit connections all day long to most other locations. Our intent is to pull parking out of the surrounding neighborhood into the site while enhancing transit access and service.

- Coe:** Staff parking can easily be accommodated in small nooks and crannies of space. The loop service road will also allow for parallel parking for nearly all staff.
- P. Miller:** Perhaps the Zoo could have small satellite gift shops or information booths at other transit stops in the downtown area to increase awareness and emphasize transit connections.
- Jaso:** A “Zoo Mobile” type of program could provide outreach and shuttle opportunities.
- Dubrow:** I appreciate the early presentation and the opportunity for review and comments regarding the project’s direction. I encourage you to set transit-oriented objectives that emphasize public transportation as a viable alternative.
- Layzer:** This is an exciting project with many positive elements. I support the objectives of clarifying and simplifying circulation throughout the Zoo, clearly identifying various areas of the Zoo, enhancing the overall park experience, improving existing exhibits and developing new state-of-the-art exhibits, enhancing the Zoo’s educational opportunities, and improving visitor services at the northwest entrance.
- Coe:** We are really interested in the social aspects of visiting the Zoo. The average patron spends approximately 60 percent of their time not looking at animals, but in interacting with others, eating, resting, or playing in the park. The Zoo needs to accommodate a variety of needs in order to achieve a balanced experience and encourage repeat visitors.
- Jaso:** The south entrance to the Zoo is currently underdeveloped and uninviting. I think a parking garage or structure would further complicate the entry sequence and have negative visual impacts. I encourage you to explore relocating or reconfiguring the rose garden in conjunction with redeveloping the south entrance as a more welcoming and pedestrian friendly point of entry.
- Action:** **The Commission appreciates the early presentation and makes the following comments and recommendations.**
- **The Commission appreciates the development of clear objectives for the Master Plan;**
  - **has serious concerns regarding the development of additional parking or a parking structure at the south lot and encourages further exploration of creative ways to improve the south entrance;**
  - **recommends further exploration of a transit plan that emphasizes public transportation connections and opportunities; and**
  - **requests that special, unwanted, or controversial facilities and structures be identified and presented at the next review.**

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070199.6    Project: **Woodland Park Zoo: Discovery Village**  
                  Phase: Pre-Design  
          Presenters: Jon C. Coe, CLR Design Inc.  
                  Susan Goltsman, Moore Iacano Goltsman  
                  Jim Maxwell, Woodland Park Zoo  
                  Brian Miller, CLR Design Inc.  
                  Time: .75 hr. (SDC Ref. # DC00068)

The Discovery Village project is one part of phase one of the Zoo 21 program. The Discovery Village project will provide a permanent location for existing education programs as well as space for additional educational opportunities. The concept is to use non-traditional methods of getting people involved in the learning process.

Preliminary issues being explored include the village as an environmental resources center and center for volunteer activities, advanced technological opportunities, developing a “green” facility, educational programs for children, youth, and adults, emphasizing existing opportunities, as well as siting constraints and opportunities.

#### **Discussion:**

- Dubrow:** What will be the next step in the design process?
- Goltsman:** We will conduct workshops with Zoo staff, community members, teachers, and students to develop the program. This series of workshops started this morning.
- Dubrow:** I encourage you to design the administrative spaces with the same level of creativity and care that the public spaces will receive. It is important for the workspaces to be integrated with, not isolated from, the public environment.
- Coe:** It is important to have a high degree of integration and cooperation between the administration and the public programs.
- Jaso:** Children find enchantment in relating to the adult world. I realize it is a designed community of created environments, but I encourage you to maintain a sense of the real world in the design of the Discovery Village. I am concerned that it may become too over-designed as the project develops.
- Girvin:** I encourage you to include interactive elements wherever possible. The safe and controlled environment allows for greater levels of discovery.
- Dubrow:** This will be an exciting environment, but the themes seem limited. I am looking for more boldness in terms of the range of stories we are willing to tell through artwork. Who is the audience? The project needs a range of artwork that includes art in the environment, major works, comfortable artwork, and uncomfortable and controversial works. It is important to portray both sides, good and bad, of the animal environment.
- Coe:** The Discovery Village is an experimental place. We want to include adaptable elements with room for change and evolution. The old Master Plan was more subdued. The Village begins to provide interactive opportunities. We plan to do much more.
- Maxwell:** In other projects we have set prescriptive objectives, hired quality artists, and let them meet the objectives. The result was a richly textured exhibit.
- Dubrow:** It is a policy issue of establishing the level of artistic freedom given to artists.
- Layzer:** I agree with Nora regarding how children relate to the adult world. I think the project is headed in the right direction, and encourage continued development of environments that promote discovery learning for children and adults. I like the notion of connecting the Discovery Village with other parts of the Zoo with clues and additional information. I also support the concept of an adaptable design.

- Dubrow:** The principle of this approach should be included in the overall Master Plan.
- Coe:** This Zoo has an incredible program, but I don't think that even the staff realize the projects potential yet.
- Dubrow:** This is a good time to meet with the Arts Commission and a range of artists to begin discussions regarding the project's direction.
- Action:** **The Commission appreciates the thorough presentation and supports the project's direction. The Commission encourages the design team to continue to push the envelope in search of creative design solutions.**

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070199.6    Project: **Woodland Park Zoo: Jaguar Exhibit**  
                  Phase: Pre-Design  
                  Presenters: Jim Maxwell, Woodland Park Zoo  
                                  John Swanson, Portico Group  
                  Time: .75 hr. (SDC Ref. # DC00069)

The Jaguar Exhibit is part of phase one of the Zoo 21 program. Given the dangerous nature of jaguars, one of the key issues in creating a Jaguar Exhibit is the security and safety of visitors. The exhibit has limited space due to its location between the rainforest and primate exhibits and their support facilities. There are three different options for the trail location within the exhibit that will be explored in the next few weeks. One workshop was conducted last week with zoo staff, with community meetings to be held shortly.

**Discussion:**

- Dubrow:** How will the animal shape the exhibit design? Is it possible to bridge the exhibit space over the trail for a more dramatic viewing experience?
- Swanson:** The exhibit is well contained between other exhibits and support buildings. It currently has a well developed forest area. The project also includes giving the tropical zone it's own identity.
- Dubrow:** Will artists be involved in establishing that identity? Are there any logistical problems with artist involvement?
- Swanson:** Artists will be involved early. On other projects in Portland artists were part of the design team with a 4% budget. We think artists are an integral part of this project.
- Maxwell:** The logistical problem is not knowing if the Seattle Arts Commission will support a commission that is currently unfunded.
- Dubrow:** I recommend artist involvement more with planning aspects rather than actual artwork.
- Maxwell:** These projects pose an interesting challenge for wayfinding. The original plan specifically says that people should get lost and emersed in the Zoo exhibits. However, it is difficult to provide gateways and wayfinding elements that identify exhibits from the public zones, but disappear once one is inside the exhibit.
- Jaso:** The jaguar is a very mystical animal. Have you explored the cultural aspects of the animal and how it has been perceived throughout many cultures?
- Maxwell:** There has been debate among staff regarding how cultures should be represented within exhibits. It is a difficult issue; where cultures should be included or excluded. In the public zones there is more freedom to express cultural aspects, but the exhibits have been focused on creating natural settings for the animals.

- Jaso:** This animal has incredible significance in many cultures. I can see room for making references to cultural aspects without compromising the integrity of the exhibit.
- Dubrow:** It makes sense to provide a place of retreat, where stories or cultural information could be located, if the exhibit attempts to push the limits of the jaguar's dangerous nature.
- Layzer:** This is a fascinating and extremely fast animal. It is important to emphasize the jaguar's speed, leaping ability, and power. They also have incredibly large paws that could be shown in footprints. I like the idea of including cultural, historical, or legendary images in the exhibit. They could be clues that tie the exhibit back to more information at the Discovery Village. It adds another layer of experience to Zoo patrons.
- Action:** **The Commission subcommittee appreciates the early presentation and recommends approval of the project as presented in pre-design. The subcommittee recommends exploration of the cultural significance of the jaguar and encourages the design team to emphasize the jaguar's speed and leaping abilities in the exhibit.**

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070199.6      Project: **Woodland Park Zoo: Savanna Exhibit Improvements**  
                  Phase: Pre-Design  
                  Presenters: Jim Maxwell, Woodland Park Zoo  
                                  Patrick Janikowski, Patrick Janikowski Architects  
                  Time: .75 hr. (SDC Ref. # DC00070)

The Savanna Exhibit Improvements project is a component of phase two of the Zoo 21 program. The project includes improvements to the existing entrance as well as new transitional spaces for education and orientation that form a transition from the plaza to the exhibit. The exhibit entrance will also be improved with stronger identification. The project is early in its conception and preliminary meetings are being held this week.

The consultant has an extensive background of exhibit work including exhibits for Disney and other theme-oriented design projects. One preliminary concept or theme for the new entrance and transition spaces is an "African village" that has three or four individual buildings with educational and interactive elements.

**Discussion:**

- Dubrow:** I support the approach of blending realism with modernity. This project also affords an opportunity to break through the racist and western perceptions of Africa.
- Jaso:** I have concerns that the exhibit may have too much theme park emphasis with a stage set approach. Integration into the landscape is crucial.
- Janikowski:** The African village will probably be only four structures at the entry to the exhibit that are integrated into the landscape. The idea is to orient people and set up the journey into the savanna as well as providing educational, discovery, and orientation elements.
- Maxwell:** The Savanna Exhibit improvements are intended to meet two objectives. The first is to provide the exhibit with an identity. People currently have difficulty finding the exhibit entrance. The second objective is to integrate the exhibit into the Zoo's overall interpretive/educational objectives.

- Dubrow:** I recommend that the physical shape and appearance be developed out of functional goals and objectives. The village approach may not be an appropriate response to functional needs.
- Maxwell:** The plaza at the entrance to the exhibit also has a set of issues to be resolved. The plaza is more of a widening in the circulation path. Patrick will have to develop an exhibit entrance that provides an identity while being integrated into the other plaza elements.
- Janikowski:** The African village would be a transition area between the plaza and the exhibit that sets the tone for the rest of the savanna trail. Village may be the wrong word to describe what the preliminary ideas are referring to.
- Dubrow:** I appreciate the early presentation. I encourage you to develop design principles for the next review that can be used in evaluating the project's progress.
- Layzer:** The views into the existing exhibit are extremely limited. I encourage providing as many viewing opportunities as possible. I also wish the exhibit could somehow show the relationships between various animal groups.
- Janikowski:** We will be exploring ways to engross people in the exhibit.
- Dubrow:** What is the budget for the project?
- Maxwell:** The budget for the savanna exhibit improvements is approximately \$500,000.
- Action:** **The Commission subcommittee appreciates the early presentation and looks forward to the project's development.**